

Date 5/17/07

DRAFT Notes on Emergency Towing System (ETS) meeting in Unalaska

Attendees:

David Alvestad, Dunlap Towing
John Brown , ADEC
LT. Gregory Crettol, USCG, Unalaska
LT. Mike Delury, USCG, Anchorage
Steve Devitt, Dunlap Towing
Chris Hladick, Unalaska, City Manager
Chris Iszler, Horizon-PMC
Eric Johnson , Alaska Maritime Agencies
Shirley Marquardt, Unalaska, Mayor
Steve Moreno, Alaska Marine Pilots' Association
Alvin Osterback, Dutch Harbor-Port Director
Leslie Pearson, ADEC
Tim Robertson, Nuka Research and Planning Group

Issues Discussed:

System Components

A small ETS for vessels up to 50,000 DWT ordered by City of Unalaska, deliver expected within 30 days.

Vender Obert Marine, Seattle (206.623.7822)

7/8" x 600' Spectra Messenger Line

7" x 500' Tow Line w/ 8" eye and a 3" thimble

50' of chafing gear on eye end

80"x40"x44" storage tote,

Tote to be lined with a cargo net for helicopter deployments

A pneumatic line-launcher was also purchased by the City and is in Unalaska.

A large ETS for vessels over 50,000 DWT is going to be ordered by ADEC within the next 30 days.

Ownership

A decision still to be made as to ownership of the City purchased ETS. Should the system be gifted to the USCG for liability issues?

Liability

Are the City, State, and private towboat operators liable if the system is deployed and fails to operate as intended? It was generally agreed that if the USCG assumed command and control of any rescue operations and requested the ETS from the City or State and requested the assistance of a private towboat operator, then the liability would belong to the USCG and costs could be covered by the Oil Spill Liability Trust Fund, if they could not be recovered from the responsible party.

The City, State, and USCG each need to research this issue with their legal department to their satisfaction.

Packing

Line should be packed with the thimble end on the bottom, but the thimble should be run out to the top for connection to towboat winch/line.

Storage Issues

Harbor personnel and USCG must have 24/7 access to the system.

The system must be secure and dry

The system must be maintained in the same weight and configuration for helicopter operations planning. A tamper-proof band was suggested to ensure this.

The line-launcher and possibly a satellite telephone should be kept in the Harbor Master's office, but must be mobilized with the unit. It was suggested that a checklist should be attached to the tote as a reminder.

Possible storage locations for the City's ETS system:

- Port's van or warehouse
- Airport basement (preferred option)
- State DOT Warehouse

Mobilization Issues

The possibility of storing the ETS on a small trailer was discussed, but it was suggested that it would be easier to mobilize it with a forklift.

At the request of the USCG the Harbor Master's Department will remove the appropriate ETS from storage and deliver it to a helicopter or a dock.

The system can be delivered to a stricken ship or to a towboat by helicopter or loaded to a tow boat at a dock

Deployment Issues

The system should be configured to be deployed from either a stricken ship or from a towboat.

Option A: The ETS is delivered to the stricken ship by helicopter with or without a marine pilot or USCG rescue swimmer. The tow line is attached to the ship and trailed overboard with a buoy. When the towboat arrives on scene, they will retrieve the buoy and line, secure it to their tow gear and commence towing.

Option B: The ETS is delivered to the towboat. Once on scene, the towboat crew will shoot a line to the stricken ship. The ship's crew will retrieve the messenger

line and then the tow line. Once the tow line is secured to the ship, the towboat will commence towing.

Maintenance Issues

The shelf-life of the tow lines need to be determined. A certificate from the manufacture should be obtained for each tow line.

Communications Issues

Communication should be considered as part of the training and procedures manual. It was suggested that a satellite telephone be purchased as part of the system as a dedicated communication tool onboard the stricken ship. A contact list should be kept with the phone. The batteries must be maintained.

Language barriers should be considered when developing instructions, procedures, and training materials.

Training

Towboat crews should receive annual training if possible. A DVD and a training manual should be developed.

Procedure Manual

A procedure manual should be developed that covers the following topics:

- System Components and Specifications
- Storage and Maintenance
- Mobilization
- Communications
- Aerial Operations
- Marine Operations
- Deployment
- Decontamination and Repacking
- Suppliers and self-life

Training Materials

2007 Training and Exercise Commitments

ADEC offered to provide a contractor (possibly Nuka Research) to coordinate the exercise, develop training materials and produce a procedures manual. This will include the filming the event and production of a DVD.

AMPA offered their expertise and advise. They will also assist in recruiting a tramper operator to donate their vessel and crew for the exercise.

USCG offered their expertise and a cutter with a helicopter.

Dunlap T&B offered their towboat and crew.

On-going Costs

Maintenance, training, and replacement cost were discussed. Possible sources were mentioned:

- State legislative appropriation
- Federal legislative appropriation
- Settlement agreement from past incidents (i.e. Selendang Ayu)
- ADEC's community response agreement with City
- USCG Sector exercise funds

Outreach

- Insurance and classification societies
- Tramper operators
- Ship agents

July Deployment Exercise

A tabletop will be held to workout the schedule, roles, safety, and procedures for the actual deployment in July.

The deployment date is tentatively July 16th, but depends on the availability of the USCG cutter and helicopter. Deployment will occur on one day, followed by a debrief on the second day. The deployment will be held in Unalaska Bay, with the exact location determined by the USCG and AMPA. All phases of the deployment will be filmed for developing training DVDs. A Safety Officer will be appointed for the exercise.

Schedule

June 5th 10:00 hr. teleconference will be held to go over progress and issues.

Late June a table-top exercise will be held to walk through the scenario, roles, schedule, and details of the deployment exercise.

Mid to late July deployment exercise, depending on the availability of the USCG cutter.

Action Items

- USCG determine the availability of the cutter and helicopter.
- USCG, ADEC, City of Unalaska - Research liability issues
- AMPA, City of Unalaska - Contact tramper owners for training vessel
- City of Unalaska, AMA - Contact insurance companies and classification societies
- ADEC - Contract a coordinator
- USCG - Look into Sector Planning Funding on-going training